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The "500 Km" Haulage ProgrammeorThe Full Load, Above Average, 500-km Campaign

This campaign in the People's Railways was begun by the staff and workers as a concrete move in response to the summons of Chairman Mao to "increase production and enforce economy in order to support the Chinese People's Volunteer Army". What does it mean? Put simply, it is just this, full loads (on trains), large haulage (by engines), and fast travel. The development of this campaign has a deep political and economic significance.

Firstly, it will increase the speed of movement of materials, so that they can be transported throughout the country in the shortest possible time. In this way a direct improvement will be effected in the urban-rural exchange of goods, the turnover of circulating capital in government and private enterprises through the whole country will be speeded up, and there will be important after-effects in the strengthening of national defence, in assistance given to the front line, and in the development of the people's economy.

Next, it will give a further impetus to production reforms, creating new regulations and new technical quotas, raising the cultural and technical level of the mass of railway workers so that backward techniques will be altered, and demanding within a very short period skilled personnel well-versed in railway affairs.

Lastly, when the campaign is in full swing, savings in the way of many more locomotives and wagons, much more fuel and grease, and a large sum for overhaul and repair expenses will be effected, as well as much labour and some mechanical equipment; the capacity of the lines will be increased, the rate of labour productivity will be expeditiously raised, transport costs will be reduced and government revenue will be increased. The influence will be felt by the whole body of railway staff and workers who will take positive responsibility for improvements in the quality of all the chief equipment - locomotives, wagons and lines. (T.N. In fact this campaign will prove to be a direct link in the ushering in of China's Golden Age).

The campaign is under the direction of the Party, carried out through advanced workers who have given positive study to USSR advanced experience and who are under the personal supervision of USSR experts, though it was born and has grown up amongst the masses: etc., etc., ad nauseum.

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- A. Page 1. Speaks of the achievements of Chong Hsi K'un and his youthful train crew, who in July, 1950, averaged 500 Km daily with an above-average haul of 1546 tons. Later, in June 1952, over a period of 122 days, a daily average of 566.5 Km was reached, with above-average haul of 18048.8 tons.
- Page 2. Receiving instructions before setting out on a trip.
- Page 3. Driver and assistant see to filling in papers and finalising matters of weight and length of train at the station



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office two hours before taking the engine out.

Page 4. The whole crew gets acquainted with the route and conditions to be expected along it, the equipment for supplying water, and the kind of water available, before starting the journey.

Page 5. To reduce wheel slipping as the train starts, sand is spread on the rails. This is done also when ascending an up-grade if necessary, as well as adding momentum by an earlier increase of speed, so that the rise may be smoothly negotiated.

Page 6. To overcome starting difficulties, compression of buffers and avoidance of "dead points" when stopping the engine are methods used, as well as spreading sand. The driver is seen explaining to the others the effect on starting the train if the main crack is in line with the wheel centres.

Page 7. The crew uses the advanced driving method of "Full Throttle and Raised lever" to release the potential power of the engine.

Page 8. Having carried out "low maintenance methods", it was possible for one of the crew to turn mechanic and repair the air pump when it failed to work.

Page 9. Diligent inspection and free use of the oiling can while on the run ensures high haulage and speed.

Page 10. In order to keep up the above-average hauling record the crew would give the engine a good cleaning when it had come to rest.

Page 11. Members of the crew often made suggestions for better working, and would take them to the guard to ask his advice.

Page 12. "The Flying Strip" - an improved way of making connection. If they see there is no need to take on water at the next station they use this method of asking the station staff to inform the office by telephone, and thus are able to reduce stopping time.

Page 13. Double inspection is practiced when changing shift, so that the man taking over will be familiar with the actual condition of the parts of the locomotive.

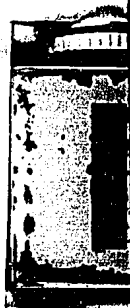
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B. Page 14. Tells of Yang Kao Lin, in charge of the weigh-bridge at Harbin station, who discarding old methods, introduced the method of loading wagons to capacity in order to save trucks. As a result, loads were increased from 14 or 15 tons to 28.7 tons. This procedure has spread through the country. Photo shows him consulting with local Party secretary.

Page 15. Yang constantly consults the USSR expert (?) Ladvoski about the Russian working methods.

Page 16. He also discusses the work with the rest of the Comrades in his team.

Page 17. He looks up the consignors of freight to find out what state the stuff is in, and asks them to collect small consignments being sent to the same place into the one godown so that they may all be loaded on to one wagon making use of



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the whole available space.

Page 18. When freight is accepted the wrapping is carefully examined; if this is good, trouble with business people is avoided, and better loading is possible.

Page 19. By better wrapping, volume is reduced by one third or even half, so increasing the amount that can be loaded on a wagon.

Page 20. Goods are stacked according to their shape, making it more convenient to look after and to move them, and making possible faster loading of the wagons.

Page 21. Yang also uses a system of loading by tally flags. Flags of different colours are put on the stacked goods, which are loaded into wagons according to the tally flags on them. Loading has been much more efficient since this device was adopted, the time required for one wagon being reduced from 4 hours to 50 minutes.

Page 22. There is close co-operation between Yang's men and the loading coolies: they talk together about what has to be done and how, before commencing. Great improvement has resulted.

Page 23. Wagons and godowns both are numbered beforehand, and dates also are clearly written on the former to facilitate moving them to the correct loading spots. Shunting time is thus reduced.

Page 24. After the loading is completed, a "Freight Guarantee Memo" is made out and despatched to the station master who is to receive the consignment.

Page 25. Since the above methods were extended to the whole of the Chung-chiang line, fully loaded trains are everywhere seen.

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C. Page 26. This section deals with Li Hsi K'uei's Switching Methods.

His switching group at Luoda introduced this in 1950, and thereby increased the efficiency of their work by over 60%. Turn-around time was shortened from 6.1 hours to 1.4 hours, resulting in a national saving of 6002 million Yuan per month.

Page 27. Members of group note the system to be used as they go on their daily shift.

Page 28. They carry on "track discussions" with the shift coming off work as they go between station and yards.

Page 29. Many sensible rules have been adopted to enable them to grasp the situation at the switching yards. e.g. Each man is assigned one line to notice, and to find out the destinations of all wagons waiting there.

Pages 30 & 31. Before starting the work of making up the train 5 minutes is taken for a short meeting when after getting the ideas of the others Li assigns the work and fixes the order of procedure.

Page 32. USSR engineer at Harbin station usually goes along to the yards to introduce USSR methods.



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Page 33. There are 4 "couplers" in the group who are responsible for hooking up the wagons.

Page 34. A coordinated system has been set up between the station office, the driver and the pointsmen under the direction of the switcher. A horn is blown as the shunting engine hauling the train towards the points passes the pointsmen's shed, as a signal that the points should be adjusted at once.

Page 35. The "Three Wagons" call, for use when wagons are to be attached. When the wagons to be coupled are still separated by a distance of about three wagon-lengths, the coupler raiser has arm and calls "Three wagons"; then as the distance decreases he calls "Two wagons", "One wagon". This makes for good connections and speed, and avoids the danger of crashing.

Pages 36 & 37. Following the USSR methods, the "Continuous Stream Release" switching method is used, so cutting the time of the operation in half. What formerly took 40 minutes now needs 20 minutes only.

Page 38. A system of re-inspecting assembled trains has been adopted so that mistakes can be corrected and the train can start on time.

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D. Page 39. United Labour.

The carrying on of this campaign has not only affected the work of wagon, locomotive and business departments, but has covered up the work of all the railway departments. All are now carrying out necessary reforms that will result in intimate, rhythmic, harmonious production, as accurate as clockwork, and a higher transportation efficiency.

With USSR assistance the China Ch'ang-ch'ün Railway has become a thoroughly up-to-date model railway. Photo shows the outside of Dairen station.

Page 40 & 41. The Su-chia-t'ün area, on the Chung-ch'ang line, was the first to give effect to the "United Labour" movement in connection with the 100 Km haulage programme. The photo shows the yards at this station, where there is much coming and going of trains.

Page 42. Great improvement in the running of the locomotives has been the result of the work of the cleaning and inspection squad in the engine shops at Su-chia-t'ün, whose mottoes are "Rapid inspection of the plates" and "Cut down the engine's out-of-action time".

Page 43. Enginedriver Liu and crew of the locomotive No. 1615 requesting the locomotive superintendent to increase their 50 wagon, 2100 tons assignment to 106 wagons, 4734 tons, guaranteeing to reach Ta-shih-ch'iao (141.5 Km distant) within 3 hrs. 10 mins.

Page 44. Branch secretary of the C.P. at Su-chia-t'ün station makes a practice of calling the engine crews together for pop-talks. Here he is seen with the crew of engine No. 801.

Page 45. Great assistance in the campaign has been rendered by USSR experts. Here is one at Su-chia-t'ün explaining points connected with the handling of the engine and haulage



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methods to the crew of locomotive Me-k'e 683.

Page 46. Careful maintenance work on the locomotive is the key guaranteeing the 500 Km haulage programme. Whenever the Su-chia-t'un model locomotive Me-k'e 910 returns from a run gives a detailed inspection to all the parts and cleans the superstructure.

Page 47. Time for major overhaul has been reduced by the Su-chia-t'un squad doing this work from the standard 780 minutes to 450 minutes by the use of Pai Hsiao Sheng's water-stream method. A 37% increase of efficiency has resulted.

Page 48. In the past a broken buffer meant a stoppage for repairs. Now workers of the wagon inspection squad, having learnt the Russian method of procedure by which the wagon is not unhooked, repair it in 3 minutes 37 seconds.

Page 49. Li Hsi Kluei's switching methods are in general use at Su-chia-t'un. By the "Continuous Stream Release" method a switching squad uncoupled the wagons of a train according to their contents in 24 minutes instead of the standard 38 minutes.

Page 50. Li's switching squad practices the "United Labour" policy and help the engine crew to take on water, level coal, and clean the engine, cut down stoppage time to only 8 minutes thereby.

Page 51. Freight cars at Su-chia-t'un are always loaded by Yang Mao Lin's methods, by this means greatly increasing the loads.

Page 52. The Su-chia-t'un staff have inaugurated competitions to ensure that every wagon is fully loaded, that every trip and over-average haul is made, and that every day the run is 500 Km. Daily results are posted on the notice board.

Page 53. There is a daily "United Labour" conference at Su-chia-t'un, attended by the station superintendent, the station master on duty, the assistant station master, the chief wagon inspector, the train inspector and the engine superintendent. The station superintendent is chairman. Matters of unifying the work of the different departments, are studied, and of how to make a success of the 500 Km haulage programme.

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#### E. Extension of the movement through the country.

Pages 54 & 55. The "Mao Tse Tung" maintenance squad drew out and signed conditions for competition in response to the challenge of the "Chong Hsi K'uan" maintenance squad, and at the same time throw out a challenge to the Tientsin Railway Administration staff. This followed the decision to extend the campaign made jointly by the Ministry of Railways and the national committee of the China Railways Union.

Page 56. On 26/6 1952 the "Mao Tse Tung" engine maintenance squad made a new national record of over 5,051,000 day-wagon-ton-km. Photo shows train being welcomed into the Feng-t'ai station by the staff there.

Page 57. Switching squad at Su-chia-t'un actively participated in the campaign, and shortened the time of the trains at the station.



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Page 58. Loading squad at Kalgan broke the loading record by getting 30 tons of eggs on to a 30-ton flat car.

Page 59. Weigh-bridge attendant Wang at Heh-shan-hsien, in the Chin-chou section, set up a double-decked wagon for freighting pigs (or sheep), so that instead of the 60 head per wagon that was the custom formerly, 120 head per truck is now possible. The animals travel most comfortably with the through ventilation. (P.N. Wonderful people, these Communists!)

Page 60. 8 large trucks loaded on to 3 flat cars by the E. China section of the China Industrial Materials Corporation (Shanghai Railway Administration Office), after study of USSR advanced experience. They also invented a system of moveable gang-planks by which the same sort of loading can be done where there are no cranes.

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